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with which is incorporated the
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Hongkong Daily Press.

ESTABLISHED 1857

No. 15,599. 號九十九五五萬一第一 日六十月三年四十三緒光 HONGKONG, THURSDAY, APRIL 16TH, 1908. 四拜禮 號六十月四年八零九千一英港香 PRICE, \$3 PER MONTH.

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de la
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FRANCAISE DE BARCELONE
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Correspondents must forward their names and addresses, with communications addressed to the Editor, not for publication but as evidence of good faith.
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DEATHS.

On March 18th, at London, F. L. CROMPTON, late Organist of Holy Trinity Cathedral, Shanghai, aged 42 years.
On April 5th, at Shanghai, JOHN DURV, Engineer, China Merchants' S. N. Co., aged 44 years.

HONGKONG OFFICE: 10A, DES VIEUX ROAD
LONDON OFFICE: 131, FLEET STREET, E.C.

The Daily Press.

HONGKONG, APRIL 16TH, 1908

For many days Hongkong may be hard put to it for subjects of conversation, and since thought and speech demand exercise, we descend as a community to the pottiness of a rural village. The mischievous proverbial at the disposal of idle hands tempts also mind and tongue. Then events crowd upon the heels of events, and we are lifted for awhile out of the rut, and called upon to consider matters for which we are ill-prepared. A disastrous typhoon, an administrative crisis, or a commercial boom or slump, keys us up to a pitch that gradually flattens when the normal tedium returns. Just now tragedy fills the picture, and the struggle for the constitutional rights of the Sanitary Board shrinks in the perspective to a temporary insignificance. The anti-Japanese boycott looks more threadbare; the threatened public right to walk on the hillsides of the Colony is not at the moment attracting the champions otherwise forthcoming; and even the pleasurable business of suggesting alternative sites for the new typhoon refuge is deserted; while we all stare with some awe at the vivid illustration of a sudden cessation of a previously much observed energy—at the transformation of a quick and dominating personality—at, in short, the perception of the nearness of that mystery

The Tsar has issued an Imperial Rescript to the army and navy (says a Reuter's message from S. Petersburg), which, after referring to the "disgraceful surrender of the fortress of Port Arthur," he alludes to the "unforgettable heroic deed of the valiant garrison." The Rescript concludes: "Brave defenders of Port Arthur, by the heroic deeds, by the self-sacrificing valour and loyalty to your oath, which you displayed in the defence of our stronghold in the Far East, you have won immortal fame, and have written a new and splendid page in the annals of the heroic deeds of Russia's warriors. Grateful Russia is proud of you and will never forget your deeds, even as you did not forget your duty to her."

ANOTHER MURDER.

Another murder has been reported to the police, this time near Kowloon city. On Tuesday a Chinaman was found on the road leading from Sam-sui-ko with his head battered in, and the appearances led to the inference that he had been the victim of a band of robbers.

THE BOYCOTT.

The organizers of the boycott in Hongkong are showing renewed activity. Yesterday morning the police on duty in Queen's Road discovered placards posted on the walls of prominent buildings, containing written injunctions in Chinese to the populace to have nothing to do with anything from Japan. The posters were destroyed. Another feature of the boycott is that moneychangers will not handle Japanese notes.

TELEGRAMS.

["DAILY PRESS" EXCLUSIVE SERVICE.]

AMERICAN NAVAL POLICY.

LONDON, April 15th.—President Roosevelt urges the construction of four battleships immediately.

[REUTER'S SERVICE.]

THE NEW CABINET.

LONDON, April 13th.—Sir Henry Fowler retains the office of Chancellor of the Duchy of Lancaster, Lord Tweedmouth is President of the Council, Lord Crewe, Secretary of State for the Colonies, Mr. Lloyd-George, Chancellor of the Exchequer, Mr. McKenna, First Lord of the Admiralty, Mr. Runciman, Board of Education, and Col. Seely, Under-Secretary of State for the Colonies.

SIR HENRY CAMPBELL-BANNERMAN.

LONDON, April 13th.—The condition of Sir Henry Campbell-Bannerman shows no improvement. He is very weak.

PRINCE VON BUELLOW IN ITALY.

LONDON, April 13th.—Prince von Buelow has visited Signor Tittoni in Rome.

LATER.—Signor Tittoni returned Prince von Buelow's visit and the two conferred for 80 minutes. It is generally understood that Italy's policy in Macedonia preoccupies Austria and Germany.

THE BOSTON FIRE.

LONDON, April 13th.—A fire at Chelsea, a manufacturing suburb of Boston, has swept a square mile, and still continues burning.

LATER.—The fire in the suburbs of Boston has been controlled but it has destroyed some of the finest public buildings and historic churches. Damage to the factories is estimated at from 7,000,000 to 10,000,000. Ten thousand are homeless.

THE MARRIAGE OF THE DUC D'ABRUZZI.

LONDON, April 13th.—It is positively affirmed in Rome that the King has consented to the marriage of the Duc d'Abbruzzi with Miss Elkins, who becomes an Italian Royal Princess.

THE TIBETAN NEGOTIATIONS.

LONDON, April 13th.—The Chinese Commissioner continues to drag the Tibetan negotiations in Calcutta, in spite of the British impatience and anxiety. The Tibetan Associates are about to return home.

THE SMUGGLING OF ARMS.

The following proclamation on the subject of the smuggling of munitions has been issued by the Viceregal Council:

The end of the "Tatsu Maru" was scuttled by the Waipu last month. The Kungpu (Lappa) Customs have again seized large quantities of rifles and ammunition, which were being smuggled through Macao into the interior.

The despoiled, supplied with arms and ammunition, in Chinghau, Luangshou, and other districts of the Liangkung province, have caused considerable damage to the mercantile class; and, unless drastic measures be taken in the matter, the practice of smuggling in rifles and ammunition will never be got rid of. The Japanese Government has consented to regulate the exportation of arms to Macao, which is, without doubt, the headquarters of those who are engaged in the sale of contraband to Chinese revolutionaries, bandits and other lawless persons in the Liangkung Viceregalty. From henceforth should any Chinese or foreigner be found in the Liangkung Viceregalty.

The despoiled, laden with rifles and ammunition, come into the territorial waters which are within the jurisdiction of the Liangkung (Kwangtung and Kangsi) provincial government, the vessel and her whole cargo will be confiscated without fail. Besides requesting my subordinates to exert themselves to the utmost to prohibit the smuggling of the contraband, I now issue this proclamation and hereby look to every class of people to take note of this and to obey. In making this announcement to the Viceregal, am actuated by the desire to protect trade conditions and to preserve the peace and good order of the Liangkung provinces.

LATEST STEAMER MOVEMENTS.

The H.A.L. str. *Sambia* left Shanghai on the 14th inst., and may be expected here on the 17th inst.

The A.P.A.R. str. *Japan* from Yokohama and Kobe, left Moji on the morning of the 15th inst., and may be expected here on or about 19th inst. at daylight.

The A.P.A.R. str. *Catherine* from Calcutta left Singapore on the afternoon of the 14th inst., and may be expected here on or about 20th inst.

The Indo-China str. *Kutang* left Calcutta for this port via the Straits on the 9th inst., and may be expected here on or about 20th inst.

The Indo-China str. *Osang* left Calcutta for this port via the Straits on the 12th inst., and may be expected here on or about 20th inst.

At St. Andrew's Church, Kowloon, to-morrow (Good Friday), divine service will be held at 11 a.m. and 6 p.m.

A DOCTOR SUMMONED.

The case in which Dr. Wan Tui Mo, of 20 Cain Road, was summoned for having on the 11th March last inserted a false statement in the register of deaths concerning Ng Sik Kwan again came before Mr. Kemp at the Magistracy yesterday. Sgt. O'Sullivan prosecuted on behalf of the police, and the Hon. Dr. Ho Kai appeared for the defendant. The case for the prosecution was that on the 11th March a boy, 15 years old, died in D'Aguilar Street. The father went to defendant and told him that he wanted to have the body removed in order to quieten his mother who was grief stricken. Defendant filled up a form and the body was conveyed to the Tung Wa Hospital whence it was removed to the Public Mortuary where, on a postmortem examination being made on the body by Dr. Heaney, the cause of death was found to be diphtheria, and not phthisis.

The father of the boy stated the defendant had visited him several times. Last year when the boy was vomiting and spitting blood he was called in.

His Worship—Last week I said I thought there was no evidence against the defendant but on thinking the matter over I thought that as the child died of diphtheria and the certificate stated phthisis that fact ought to be explained by the defendant. The onus is upon him.

Dr. Ho Kai—Certainly, I can place the defendant in the witness box.

His Worship—He ought to say how he treated the boy.

Dr. Ho Kai—He treated him for phthisis.

His Worship—I think the shortest way would be for defendant to show how he prescribed for the boy.

Dr. Ho Kai—We have nothing to hide. The prescription was for the throat. Defendant thought the boy suffered from tonsillitis.

Defendant said he had treated the boy in question whom he saw on the 9th and 10th March last. He remembered having attended the boy about a year before. The child was suffering from inflammation in the throat and he was very weak and emaciated. He found two tonsils large and inflamed and thought he had a good view of the back of the throat he could see nothing more.

Dr. Heaney, questioned by the Court, said that defendant's prescription in this case was such as might be used for all cases of an inflammatory condition of the throat.

His Worship dismissed the summons.

ANOTHER WILD FLOWER CASE.

Before Mr. Kemp at the Magistracy yesterday Dr. Li Kun, a gardener, was summoned for trespassing on the hillside above Wongasichong village.

His Worship—But how can he trespass on the hillside? I can't see that.

Inspector Gourlay—It is Government ground. This ground is under the Forestry Department.

His Worship—What happened in this case?

Inspector Gourlay—The defendant was arrested by a forest guard, while cutting moss and that is why he is charged with trespass.

His Worship—I am not very clear about the trespass.

Inspector Gourlay—There are notices in Chinese and English posted up stating that the ground is under the Forestry Department.

His Worship—The Ordinance was not meant to prohibit walking up the hillside because that would mean that anyone taking a walk could be charged for trespass.

Inspector Gourlay—Certainly, but I don't think the Government would go so far as that. It is only to protect the grass that there is a charge for trespass.

The forest guard spoke to the fact that notices prohibiting walking on or cutting the grass were posted up.

Inspector Gourlay stated that the defendant had taken two large bundles of moss. This moss was becoming very scarce.

His Worship adjourned the case until Thursday, bail being fixed at \$25.

"THE MESSIAH" AT S. JOHN'S CATHEDRAL.

Last evening, after evensong, at S. John's Cathedral several numbers from "The Messiah" (Handel) were sung. The announcement that this would take place brought together a congregation that filled the Cathedral. The choir of about sixty voices was strengthened on the occasion by thirty additional voices, and the excellent manner in which the choruses were rendered—especially the second, "Surely He hath borne our griefs"—demonstrated in a most gratifying manner the efficiency of the choir, and reflected the highest credit on the painstaking efforts of the organist and choirmaster Mr. Denman Fuller.

The air "He was despised" was sung by Mrs. T. L. Perkins, Mr. A. B. Ayres took the recitation, and Mr. J. W. Noble, Mr. C. E. Warren, Mr. B. L. Howard, Mr. Wm. Lysaght, Mr.

Leung Shiu Kong, Mr. S. A. Ahmed, Mr. and Mrs. B. Layton, Mr. Tek Cheong, Capt. W. Downer, Commodore R. H. S. Stokes, Dr. Ho Nai Hop, Mr. Kwan Kai, Dr. and Mrs. F. O. Stedman, Office Staff Hongkong Milling Co., Mr. Harold Seth, Capt. and Mr. Godfrey Wait, Hongkong Milling Co., Junk Bay Staff, Mr. and Mrs. J. C. Peter, From the Servants who say, "He was always so kind," Mr. O'Reilly, she explained to an audience of Press representatives that never, as long as she lived, would she disclose the real reason of her determination to have her marriage with Mr. Thaw annulled.

"I stood by Harry," she observed, "as long as he needed me. But now I can tolerate the situation no longer."

"What is it makes the situation intolerable?" I asked.

"That," she replied, "is a secret which I shall carry to the grave."

What Mrs. Thaw's lawyers hint, but do not definitely, is that Mrs. Thaw made a discovery during the first trial which determined her never to live with her husband even if he were liberated. The breach occurred at the time that Mr. James Clinton Smith, brother-in-law of Mr. Stamford White, gave evidence showing that Mr. Thaw in posing as the guardian of outraged innocence was guilty of hypocrisy. Yet despite this proof of his inconsistency he insisted with singular lack of chivalry on his wife going into the witness box and baring her shame to the whole world. She obeyed, but never forgave him.

THE LATE MR. RENNIE.

Not for many years has the community of Hongkong received such a shock as followed the news of the untimely death of Mr. Rennie. His friends and associates could scarcely believe the sad intelligence but the grim reality became apparent when the remains of the gentleman who was so conspicuous for his marvellous energy and keen business capacity were laid to rest. The all absorbing topic of conversation yesterday was Mr. Rennie's tragic end. The sensation it created was profound. Certainly Hongkong was deeply moved over the death of this citizen, and his disappearance from the scene of so many activities will be felt.

At the tragedy itself, details are coming to hand which make the events of Tuesday afternoon stand out more clearly. Before Mr. Rennie jumped overboard he had fastened the derrick box, which is fairly large and weighty, round his neck with a cord. After he took the fatal leap the first coxswain threw a buoy overboard, but, as Mr. Rennie made no attempt to reach it, the second coxswain jumped in after his master. As he approached him Mr. Rennie either said or indicated that he did not wish the buoy and put his face under water. Some little time elapsed before the body was recovered, but life was then extinct.

It has since transpired that Mr. Rennie must have contemplated taking his life. On Tuesday he arranged personal affairs, and even wrote, so it is stated, a letter to his wife.

Mr. Rennie—Certainly, I can place the defendant in the witness box.

His Worship—He ought to say how he treated the boy.

Dr. Ho Kai—He treated him for phthisis.

His Worship—He ought to show how he prescribed for the boy.

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His Worship—He ought to say how he treated the boy.

Dr. Ho Kai—He treated him for phthisis.

His Worship—He ought to say how he treated the boy.

Dr

ENGINEERING IN JAPAN.

It has been truly remarked that the engineer is the real revolutionist, because his work generates economic and social forces against which the efforts of statesmen are vain. Legislation and political action may, for some time, divert the forces which are moulding national affairs and changing international relations, but in the long run they must yield to the economic forces at work. In no part of the world has this been so distinctly shown as in the Far East in the latter half of the 19th century. The peoples of the West do not sufficiently recognize the important evolution which is going on in the Pacific area, and which will profoundly change the centre of importance, not only of the world's industry and commerce, but also of its politics. Fully half a century ago, Secretary Seward, in a speech in the United States Senate, said:—

"Who does not see that henceforth every year European commerce, European politics, European thought, and European activity, although actively gaining greater force, and although continually increasing, although becoming more intimate, will nevertheless sink in importance, while the Pacific Ocean, its shores, its island and the vast regions beyond, will become the chief theatre of events in the world's great hereafter?"

In the interval which has elapsed since these words were spoken much has happened which has been in the direction of the fulfilment of the prophecy which they contain, and recent events have shown that Japan will take a most important part in the further evolution which will certainly take place. Early in the new career of Japan it was recognized that, as a means to an end, she must take full advantage of Western science and its applications to every department of national life. Shortly after the present Emperor ascended the throne, he issued a proclamation announcing the principle which would guide the newly-established Government. One of them was that "knowledge and learning shall be sought after throughout the whole world, in order that the status of the Empire of Japan may be raised ever higher and higher."

School and colleges were founded to supply the men who would be able to meet the new conditions which had arisen, and among others, early in 1873, the Imperial College of Engineering in Tokyo, Prince Ito, the most influential man in Japan, who was mainly instrumental in founding the college, has stated that "from this institution have come the majority of engineers who are now working the resources and industries of Japan. I consider," he said, "the establishment of this college as one of the most important factors in the development of Japan of to-day."

The history of engineering education and of engineering in Japan would occupy a very large volume; it is sufficient for the present purpose to give an outline of existing conditions and their effects on the economy of the country. In the course of the evolution of Government departments in Japan, the Imperial College of Engineering was incorporated in the University of Tokyo, and the Engineering College now forms a very important member of that educational organization, which includes every department of learning required in a modern State. The teaching staff consists of 270 members, the majority being Japanese; but there are 15 foreigners, of whom three are Germans, three Britons, two Frenchmen, two Americans, one Austrian, one Swiss, one Italian, one Chinese, and one Russian. The Engineering College has the following nine courses of study, each of which extends over three years:—(1) Civil engineering, (2) mechanical engineering, (3) naval architecture, (4) technology of arms, (5) electrical engineering, (6) architecture, (7) applied chemistry, (8) technology of explosives, (9) mining and metallurgy. It is well supplied with apparatus and laboratories, which are placed under the control of the respective professors. Arrangements are made for the practical training of the students in Government and private establishments, but the are not so complete as when the writer was principal. At that time, the college being in the Department of Public Works, the students had great facilities for practice. The course of training extended over six years. The first two were spent at college, the third and fourth were spent half at college and half at practical work, and the fifth and sixth almost entirely at practical work. The diplomas were awarded on the results of a practical examination extending over a month, including examinations, designs, and a thesis, and some of the important works which have been carried out in Japan had their origin in these designs. The students were placed under the same conditions as they would be in an engineer's office, and were allowed the use of their tools and text books, at the object of the examination was to ascertain whether they were able to apply what they had learned, and not, as is too often the case in this country, simply reproduce what had been crammed into their brains. The early students of the college are now at the head of almost all the important works in Japan, and they attribute their success to the combination of theory and practice which they obtained. Some years ago a University was founded in Kyoto (the former capital of the country), which includes a college of engineering which is now well equipped both with staff and appliances, and which is doing excellent work from an educational point of view.

These two colleges in the Imperial University of Tokyo and Kyoto are the most important institutions for the training of engineers in Japan, but many other colleges and schools have been started in various parts of the country for the purpose of training men for the subordinate engineering positions. Some of these have attained a high state of efficiency, especially the technical schools of Tokyo and Osaka. The curriculum of the Tokyo Technical School is divided into six sections—namely, dyeing and weaving, foundry work, applied chemistry, mechanics, electricity, and industrial designing, and the course of instruction in each section extends over three years. There is an apprenticeship school in connexion with the institution for the instruction of artisans in metal work, wood work, and weaving. There are over 30 technical schools of different kinds in various parts of the country, and about 40 apprentices' schools, all under Government control and largely supported by it, besides a very large number of supplementary schools, in which the elements of an industrial training are given.

These are of great importance, as they are intelligent men to carry out the designs of those who have charge of the higher departments. A study of the results of all this education would necessitate many details, but meantime only a few of the main features affecting the national economy can be mentioned. First in importance are the means of communication. The old roads of the country have been repaired and extended and new ones have been made, but the importance of these has been dwarfed by the development of railways and shipping. In 1873 there were only 18 miles of railway in the country—namely, the short line between Yokohama and Tokyo. There are now over 5,000 miles in operation, and a considerable number under construction. The development of the mercantile marine of Japan is one of the most wonderful features in its recent progress. At the end of 1906 there were 2,051

steamers of a gross tonnage of 1,041,311, and 4,497 sailing vessels of a gross tonnage of 353,494, besides 21,920 sailing craft of various kinds of a gross tonnage of 2,605,728 koka. Lines of steamers now run, not only to all the more important ports in the Far East, but also to Europe, America, Australia, and Bombay. Rapid progress has been made in shipbuilding since the passing of the Shipbuilding Encouragement Law, and since the shipbuilding regulations came into operation in 1886. Prior to the operation of that law, vessels exceeding 1,000 tons were usually purchased from abroad, but under that law bounties are granted for the construction of iron and steel vessels of not less than 700 tons gross by any Japanese subject or commercial company (whose partners and shareholders are all Japanese subjects), that is engaged in shipbuilding. The encouragement given by the Government in this matter has been so great that at the end of 1905 there were 215 private shipyards and 42 private docks in Japan. Merchant ships up to 7,000 tons are now built in the private yards, while in the Government dockyards battleships of Dreadnought size and type are now constructed. A good part of the iron and steel used in the construction has been imported from Britain, but now it is being obtained in considerable quantities from the steel foundry at Wakamatsu, while another large steel works is being started in the north of Japan with the assistance of foreign capital and skill.

Posts, telegraphs, and telephones have been introduced into all parts of the country, and Japan being a member of the International Postal Union, the service is carried on with great efficiency. *Times Commercial Supplement.*

PARADOX OF PROHIBITION.

AMERICAN EXPERIENCE.

The perfidious advocates of compulsory total abstinence are curiously reluctant to tell the public much of the experience of its effects gained in the prohibition states of America. In Maine the sale of liquor has been forbidden for half a century. So firmly are the advocates of total abstinence of the law that it requires two-thirds majority of the legislature before a proposal to rescind prohibition can be submitted to the electorate. Here, if anywhere, it might reasonably be supposed, is the paradise of temperance. What is the fact? Sir Thomas Daws, conversing with a representative of *The Daily Telegraph*, gave an account which should stay the hand of the most ardent political abstinence. Sir Thomas has just returned from a minute examination on the spot of the American prohibition system, and he finds that it has proved a farce, and a farce fraught with disaster. It leads to the consumption of spirits instead of beer, because they are more portable and more easily concealed, and of bad spirits instead of good, because the adulteration of liquor obtained illegally cannot be legally punished. It involves wholesale corruption of public officials, because sheriffs take bribes from shebeen keepers instead of preventing them. The bad quality of the liquor sold has led to a large increase of insanity.

As for prohibition diminishing drunkenness "why," said Sir Thomas, "it is treated as a joke, and the whole thing is ridiculous. This is so well known that prominent clergymen and avowed totalitarians are in favour of the abolition of prohibition and the introduction of a licensing system, while the rum sellers put up money for a prohibition campaign. Shebeens abound. They are generally run as eating-houses, and the whisky they sell is known by some fancy name, but if you go down into the cellar you find a bar in full working order. There are clubs everywhere, and each member has his own locker and his own barman. I have seen a man go into his club, and simply hold up three fingers, when three glasses of whisky were immediately served. You may buy alcohol openly for medical purposes. The man behind the counter asks if you have a doctor's certificate. Almost everyone carries such a document, and it is generally green with age, and more ragged than a chauffeur's driving license. If you say your certificate is lost, they ask whether you have been bitten by a snake. Say no, and you are advised to go round the corner, where a tame snake is kept, and get bitten. That snake, of course, has seen the dentist. If it bites you may be told 'Yes, the snake's in, but he's full up, with engagements for the next three days.' Not long ago, in Portland, a purveyor's shop, doing a good trade without any diminution of stock, was raided, and the rolls of paper found to contain whisky bottles. At railway stations in a prohibition State it is common to see a porter if he can manage with glass of ice water. If the questioner looks all right, he is sent to the cloak-room. When he comes out he tips the porter the price of the bottle of beer he has had. The worthy porter has ordered a case of beer from an on-aside name to be sent to his station for a fittings name. No one claims it, so it is sent to the cloak-room and emptied in this way. In prohibition State the class of men who in the country open pub doors and black boots become hawkers of spirits, "pocket pedlars" that is, pedlars of small bottles. After a holiday in town or district is fairly littered with empty flasks, which are swiftly collected and sold back to the merchants.

"The police are, of course, reluctant to arrest drunkards, people, as it exposes the prohibition principle. 'Drunks' are mixed off to some quiet spot and let there till they get sober. They are never charged unless they are a general nuisance by impeding traffic. Nevertheless, in one town the convictions for drunkenness per capita almost to 25 percent of the number of the population, and in spite of fifty years of strenuous endeavour to enforce prohibition, more drunken men are to be seen about than in any town in England. New Hampshire, by the way, after ten years' experience of the sort of thing, has given up prohibition and returned to it.

£1,500 ROBBERY.

In the busiest part of Southampton, and in broad daylight, the docks branch of Lloyds Bank was robbed last month of £1,500 in notes and gold.

It is only a small branch, although transacting a lot of business with shipping firms. At the time of the robbery, it is understood, only one clock was in charge.

During the afternoon a cab drove up to the bank with two well-dressed men, one of whom alighted and entered the premises.

He informed the clerk that a gentleman with a gun was outside in the cab, and wished to change a draft. Would the clerk just go out to him?

The clerk, suspecting nothing, did so, and during his absence the stranger slipped behind the counter and helped himself to the notes and gold.

The clerk returned in a couple of minutes, and at once saw how he had been tricked. He immediately communicated with the police, who lost no time in making inquiries, but the thieves were so clever in covering up their tracks that so far they have not been traced.

EFFECT OF SHIPPING RINGS.

The Royal Commission on Shipping Rings heard Mr. Eaton, of Messrs. T. Eaton and Co., to remarkable evidence as to the advantages given to the United States in comparison with Canada in the matter of freight charges for goods carried from and to this country. His firm had shipped general merchandise to Toronto and Winnipeg. The ocean transport from this country by way of Montreal in the summer and St. John, Halifax, and Portland in the winter, was in the hands from Liverpool of a combination known as the Canadian North Atlantic West-bound Conference, which, according to its later lists, comprised the Allan Line from Liverpool and Glasgow, the Canadian Pacific from Liverpool and Avonmouth, the Dominion Line from Liverpool and Avonmouth, the Manchester Liners from Manchester, and lines from Glasgow and Newcastle. Another group of the same Conference controlled the freight from London.

The action of the Conference throughout had been to force rates up. From the winter season of 1895 and 1906, in particular, the ocean proportion, which previously to that had stood at about 10s per ton measurement, was raised to 12s 6d, and at the present time on dry goods at 15s.

The Chairman: Do you know any reason why the freight rates rose?—I should have put it to the fact that there was no competition.

And the price of coal at that time, had that anything to do with it?—I do not know, but of course it has risen.

Outside transport, continued the witness, was available by way of Liverpool to Boston by the Cunard, the Leyland, and the White Star Line. The ocean rates by that route stood at one time at 8s. These rates advanced, though until the winter season 1897 and 1898 they were still below the rates in operation to Canadian ports. They were now identical with the Conference rates for through Canadian traffic. The steamers belonging to those lines from the London Conference were smaller and slower than the vessels sailing from Liverpool, and they were more specially designed for cargo purposes. The time occupied in making the voyage would range from nine to ten days in the case of direct sailings and 16 or 17 for vessels calling at Antwerp or Havre. The rates by steamers sailing from Liverpool and London were now in most instances the same. In the case of Liverpool it must be admitted that during the last few years some of the Conference lines had been closed up. Competing lines, in particular one sailing from a north-east coast port, had been compelled to come in, as they would otherwise have competition in the shape of faster and larger vessels to take away their cargo. These boats were good enough where speed was not an important factor, but by reason of their geographical position these were obliged to ask the same rates as the best and fastest steamers. Doubtless this meant the loss to us of all but local traffic.

The wife of one of the men who were shot has been lodged in gaol. She was apprehended near the palace with 100 dolls in her possession, and she is accused of bribing the soldiers. The police claim to have discovered rings which Missoulin Coucoul deposited at the home of his sister.

The Government declares that it has captured correspondence between General Firmin and some conspirators, all originating from the French Legation.

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The natives of the island having been exterminated by the Spaniards, the place became filled with the negro slaves, who were introduced as early as 1505. French and other marauders took possession of the island which was ceded to France in 1697. Under the French regime enormous numbers of Africans were imported, shortly before the close of the eighteenth century a terrible struggle took place between the blacks and the whites, which led to the extermination of the once dominant Europeans. Since then the island has been under the control of the negroes.

Santo Domingo is another negro Republic on the same island, and the Germans have long been getting a footing there as well as in Hayti. There has been a sharp contest between Germans and Americans for concessions and special privileges. Nord Alexis, the aged negro President, said to the Americans who wanted to secure exclusive privilege in Haytian ports, "We don't mind giving you the concession, but we are afraid this will mean giving you our island too." Nord is a dignified old African and despite his age, is something between 90 and 100, he is often too alert to be hoodwinked by the tricky blacks.

At last the terms were agreed upon, and a Bill granting the concession was drawn up, signed by Nord, and sent to the Haytian Congress for ratification.

Then comes quite a Gilbertian scene. The lawmakers did not approve of their President's action and did not want to pass the Bill, so having delayed it by tedious speeches as long as possible they resorted to the expedient of going home. Nord however, in the spirit of a dictator, sent his gunboat after the trustees, who were respectfully requested to return. As this will mean giving you our island too," Nord is a dignified old African and despite his age, is something between 90 and 100, he is often too alert to be hoodwinked by the tricky blacks.

At last the terms were agreed upon, and a Bill granting the concession was drawn up, signed by Nord, and sent to the Haytian Congress for ratification.

Official publication, judicial murder, and corruption of every kind, underlie the forms and titles of civilised government in Hayti. The religion, nominally Christian, is largely Vandalic or sceptical worship, in which cannibalism is even now an important element. Instead of progressing the negro Republicans have gone back to the lowest type of African barbarism.

A revolution in Hayti favouring General Firmin was only recently suppressed, Nord Alexis pardoning all connected with it, some of whom had taken refuge at the American Consulate at Port de la Paix. Orders were, however, given for the expulsion of six Frenchmen, including the Acting Consul of Cap Haytien, an Englishman named George Bennett, and others.

The backward state of the country may be easily imagined. The enlightenment of a century ago, such as the luxurious French planters advanced, advanced to American manufacturers.

There were no instances in which a few shillings extra freight would mean the loss of a cargo. Then comes quite a Gilbertian scene. The backward state of the country may be easily imagined. The enlightenment of a century ago, such as the luxurious French planters advanced, advanced to American manufacturers.

French nuns and friars, mostly from Brittany, have schools in the villages, and the masses are in a state of complete ignorance, and there is an utter lack of public spirit. There are no highways, and the system of government altogether is a farce.

During the celebration of the 100th anniversary of independence petitions were sent to President Nord asking him to start a massacre of the whites as a fitting patriotic memento of the occasion.

Do you think that Conferences should be made illegal?—Yes.

Mr. Sanderson, in regard to the cutting of

THE TROUBLE IN HAYTI.

We clip the following references to the recent events in the Republic of Hayti.

Quite recently President Alexis succeeded in suppressing a revolution in favour of General Firmin, who is at present in exile. The President, with unheard-of magnanimity, pardoned the conspirators. This pardon his newly appointed War Minister interpreted in his own fashion.

New York, March 16th.

The "Herald" published the following telegram of yesterday's date from Port au Prince (Hayti):—

"A reign of terror has been inaugurated here. Horace Coucoul, artist, Pierre-Louis Coucoul, pianist, and M. Masillon Coucoul, author, all brothers, Felix Salvane, General Alphonse Casimir Merovin, the father-in-law of the Chief of Police, Merovin's son, Dr. Lamotte, Fan St. Fort, and two other persons, all of whom are alleged to have been concerned in a conspiracy, were taken out of their homes between 3 and 4 this morning and summarily shot. It is rumoured that a number of other individuals have also been executed."

"This is the first act of the newly-appointed Minister of the Interior, General Villar d'Uhin, Lequin, whose tendencies are entirely opposite to the conciliatory attitude of M. Marcellin, the Foreign Minister, and M. Bonne, the new Minister of State.

"The greatest excitement prevails among the foreigners, who are waiting for a warship, and there are many refugees in the German and French Legations. The German Minister has already asked for a warship to be sent.

"M. Bonne has informed the French Minister that an awful conspiracy against the Government originating in the Consulate has been discovered, and that it is impossible to continue the negotiations for embarking the refugees. M. Bonne also demanded that the Minister should hand over all the refugees in the French Legation. The German Minister will receive a similar notification to-morrow."

"It is stated that before he was executed

Masillon Coucoul denounced as his accomplices

Major Leon Carrauge and Miford Captain Dambreville, and Lieutenant Joibois and Larocque. These have been tried by court-martial, and will probably be executed on Monday morning."

"Sir Charles Scott, the chairman of the London and South-Western Railway, introduced to Mr. Gladstone at the Home Office an influential deputation from the Shipping Federation and the railway companies to protest against the Mines (Eight Hours) Bill.

"Sir Charles said that if the Bill were passed there would be a serious diminution in the output of coal, which authorities estimated variously at from 25,000,000 to 30,000,000 tons.

This lessened output would mean an increased price of at least eighteenpence a ton and possibly two shillings. This would be a serious loss to the railway companies, who had a dual interest in the matter as carriers and consumers.

The railway companies consumed 16,101,000

tons of coal last year, and if the rise in price were only one shilling a ton, it would cost them £285,000 a year. They would have to pay also more for iron and coal.

"Sir Charles Reshaw, the chairman of the Caledonian Railway, said that his company's coal bill had risen from £151,000 in 1898 to £230,000 last year, in consequence of the increase in the price of coal from 4s. 9d. to more than 5s. a ton. This increase meant a loss of 1 per cent. in dividend to the shareholders.

"Black as was the case of the railways, that of the shipowners was blacker still."

NOTICE.

Communications respecting Advertisements, Subscriptions, Printing, Binding, &c. should be addressed to DAILY PRESS only, and special business matters to THE MANAGER.

Advertisements and Subscriptions which are not secured for a fixed period will be continued until countermanded.

Orders for extra copies of DAILY PRESS should be sent in before 12 a.m. on day of publication. After that hour the supply is limited. Only supplied for Cash.

NEW ADVERTISEMENTS

KOWLOON BOWLING GREEN CLUB.

THE OPENING DAY of the Season will be held on SATURDAY, April 18th, at 3.30 p.m.

Various Competitions to be played, also Prizes presented.

The Band of the 13th Regt. will be in attendance.

Members and their friends cordially invited to be present.

P. H. NYE.

Hon. Secre. ary.

Hongkong, 16th April, 1908. 720

LUSITANO ATHLETIC SPORTS.

UNDER the distinguished Patronage of His Excellency Sir FREDERICK J. D. L'GARDE, K.C.M.G., C.B., D.S.O.

The Committee have much pleasure in inviting the Ladies and Gentlemen of the Colony to their Sports, at the Race Course (by permission of the Hongkong Jockey Club) on EASTER MONDAY, commencing at 2 p.m. sharp.

There will be two open events:-

Half-a-mile Scratch Race, Open to European Soldiers, Sailors and Police. 4 p.m.

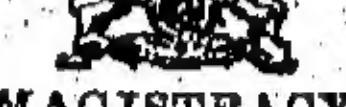
220 yards Championship, Open to all BONA FIDE Amateurs in the Colony under the rules of the A.A.A. 4.10 p.m.

By courtesy of the Management, there will be Special Train Cars.

C. de M. C. VIEIRA RIBEIRO,

Hon. Secretary.

Hongkong, 16th April, 1908. 721



MAGISTRACY

IT IS HEREBY NOTIFIED that a MEETING of His Majesty's Justices of the Peace will be held at the MAGISTRACY, at 2.15 p.m. on MONDAY, the 27th April, 1908, for the purpose of considering the following application under the Liquor Licences Ordinance, 1898, (Ordinance No. 8 of 1898), viz:-

To transfer from one L. M. LOBO to JOHN ELVIN BARKER the Publican Licence to sell by retail intoxicating Liquors on premises numbered 148 and 150, Queen's Road Central, and 99 and 101, Wellington Street, under the sign of "THE STAG HOTEL."

J. H. KEMP,

Police Magistrate.

Hongkong, 16th April, 1908. 722

"SHIRE" LINE OF STEAMERS LIMITED.

FOR LONDON, ANTWERP AND HAMBURG.

THE Steamship "DENBIGHSHIRE" will be despatched for the above Ports on or about the 15th May, 1908.

For Freight or Passage, apply to

SHEWAN, TOME & CO., Agents.

Hongkong, 16th April, 1908. 723

NOTICE TO CONSIGNEES.

THE P. & O. S. N. Co.'s Steamer "JAPAN" FROM ANTWERP, LONDON, MALTA, PORTSAID, SUEZ AND STRAITS.

Consignees of Cargo by the above-named vessel are hereby informed that their goods are being landed and placed AT THEIR RISK in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each consignment will be sorted out mark by mark and delivery can be obtained as soon as the Goods are landed.

Optional Goods will be landed here unless instructions are given to the contrary within 6 hours.

Goods not cleared by the 19th inst., at 4 p.m., will be subject to rent.

No Fire Insurance will be effected by me in any case whatever.

Damaged packages must be left in the Godowns for examination by the Consignee's and the Company's representatives at an appointed hour. All Claims must be presented within ten days of the steamer's arrival here, after which date they cannot be recognised. No Claims will be admitted after the Goods have left the Godowns.

F. J. ABBOTT,
Acting Superintendent.

Hongkong, 13th April, 1908. 1

NOTICE TO CONSIGNEES.

THE P. & O. S. N. Co.'s Steamer "OCEANA" FROM BOMBAY, COLOMBO AND STRAITS.

Consignees of Cargo by the above-named vessel are hereby informed that their goods are being landed and placed AT THEIR RISK in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each consignment will be sorted out mark by mark, and delivery can be obtained as soon as the Goods are landed.

This vessel brings on Cargo:-

From London, &c., ex ss. India.

From Persian Gulf or B. I. S. N. and B. & P. S. N. Co.'s Steamers.

Optional goods will be landed here unless instructions are given to the contrary before 6 hours.

Goods not cleared by the 22nd inst., at 4 p.m., will be subject to rent.

No Fire Insurance will be effected by me in any case whatever.

Damaged packages must be left in the Godowns for examination by the Consignee's and the Company's representatives at an appointed hour. All Claims must be presented within ten days of the steamer's arrival here, after which date they cannot be recognised. No Claims will be admitted after the goods have left the Godowns.

F. J. ABBOTT,
Acting Superintendent.

Hongkong, 15th April, 1908. 1

NEW ADVERTISEMENT

"SHIRE" LINE OF STEAMERS, LTD.

NOTICE TO CONSIGNEES.

FROM MIDDLESBROUGH, ANTWERP, LONDON AND STRAITS.

THE Steamship

"DENBIGHSHIRE."

Captain Hall having arrived from the above Ports, Consignees of Cargo are hereby informed that their Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, Kowloon, and stored at Consignees' risk and expenses.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 21st inst., will be subject to rent.

All broken, chafed, and damaged Goods are to be left in the Godowns where they will be examined on TUESDAY, the 21st inst., at 3 p.m.

No Fire Insurance has been effected.

Bills of Lading will be consigned by SHEWAN, TOME & CO., Agents.

Hongkong, 15th April, 1908. 724

INTIMATIONS

INTIMATIONS

HONGKONG CLUB.

NOTICE

THE TWENTY-SECOND YEABLY GENERAL MEETING of the Members of the Hongkong Club will be held in the Club House on WEDNESDAY, the 22nd April, 1908, at 5.15 p.m.

By Order,

C. H. GRACE,

Secretary.

Hongkong, 9th April, 1908. 636

HONGKONG CLUB.

NOTICE

A N EXTRAORDINARY GENERAL MEETING of the Members of the Hongkong Club will be held in the Club House on WEDNESDAY, the 22nd April, 1908, at 5.30 p.m. for the purpose set forth in the Notice posted in the Hall of the Club.

By Order,

C. H. GRACE,

Secretary.

Hongkong, 9th April, 1908. 637

INTIMATIONS

BANK HOLIDAYS.

IN Accordance with the Provisions of Ordinance No. 6 of 1875 the EXCHANGE BANKS will be CLOSED for the Transaction of Public Business TOMORROW (GOOD FRIDAY) & EASTER MONDAY, the 17th and 20th instant.

Hongkong, 11th April, 1908. 639

FIRE INSURANCE ASSOCIATION OF HONGKONG.

NOTICE IS HEREBY GIVEN that FIRE INSURANCE OFFICES will be CLOSED for the Transaction of Public Business TOMORROW (GOOD FRIDAY) and EASTER MONDAY, the 17th and 20th inst., respectively.

By Order,

A. R. LOWE,

Secretary.

Hongkong, 14th April, 1908. 639

NOTICE.

KELLY & WALSH, LTD. have been appointed AGENTS for Hongkong for "THE DADE" LOOSE LEAF ACCOUNT BOOKS. Specimens may be seen and the system fully explained at their office.

Hongkong, 10th April, 1908. 639

E. R. R. PUBLIC WORKS DEPARTMENT.

IT IS HEREBY NOTIFIED that TEN-DERS will be received at the COLONIAL SECRETARY'S OFFICE until NOON of SATURDAY, the 30th MAY, 1908, for the PURCHASE of the following PLANT which can be seen at the Government Waterworks Pumping Station, Yauma, Kowloon:-

1. TWO SETS ENGINES & PUMPS.

Type: Triple Expansion Worthington Duplex Engines fitted to double acting pumps. Cylinders 6' 9" x 14' 10" stroke. Condenser surface. Pump Capacity, 3.37 gallons per complete stroke. Pump Lift, 220 feet net.

B.—ONE BOILER.

Type: Vertical Beldy Field tube. Overall dimensions 9' 8" high by 4' 7" diameter. Working Pressure, 20 lbs. per square inch. The whole complete with copper steam pipes and brass fittings to be sold as they are, and to be removed by the purchaser.

The plant will be sold either in one lot or in three lots:-

Lot 1.—One Engine with condenser and pumps and delivery pipe up to, and including the non-return valve and the supporting pillar. No suction pipe is included.

Lot 2.—One Engine with condenser and pumps as above.

Lot 3.—One Boiler together with down-take pipe to Boiler house floor, all mountings complete. Also a donkey feed pump, feed tanks and steam pipe up to the engine branches but not including them.

For full particulars apply to the Public Works Department.

The Government does not bind itself to accept the highest or any tender.

W. CHATHAM,

Director of Public Works.

Hongkong, 10th April, 1908. 639

IF YOU REQUIRE

ARTISTIC PICTORIAL POSTCARDS POSTCARD PAINTING BOOKS.

STAMP, BIRTHDAY and POSTCARD ALBUMS, Mechanical Animals, Art Relief Novelties.

POSTAGE STAMPS.

in Bags, Packets, Sets, &c.

AND

All other Philatelic Goods

CALL AT—

GRACE & CO.,

Hongkong Hotel Corridor.

Hongkong, 1st January, 1908. 645

SINGON & CO.

IRON, STEEL METAL and HARDWARE MERCHANTS. Wholesale and Retail Ironmongers. Pig Iron and Foundry Coke Importers. General Stores and Shipchandlers. 33 & 37, HING LOON'S STREET, (2nd Street, west of Castro Market) Telephones No. 515.

639.

NOTICE TO CONSIGNEES.

THE P. & O. S. N. Co.'s Steamer "OCEANA" FROM BOMBAY, COLOMBO AND STRAITS.

Consignees of Cargo by the above-named vessel are hereby informed that their goods are being landed and placed AT THEIR RISK in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each consignment will be sorted out mark by mark and delivery can be obtained as soon as the Goods are landed.

This vessel brings on Cargo:-

From London, &c., ex ss. India.

From Persian Gulf or B. I. S. N. and B. & P. S. N. Co.'s Steamers.

Optional goods will be landed here unless instructions are given to the contrary before 6 hours.

Goods not cleared by the 22nd inst., at 4 p.m., will be subject to rent.

No Fire Insurance will be effected by me in any case whatever.

Damaged packages must be left in the Godowns for examination by the Consignee's and the Company's representatives at an appointed hour. All Claims must be presented within ten days of the steamer's arrival here, after which date they cannot be recognised. No Claims will be admitted after the goods have left the Godowns.

F. J. ABBOTT,

Acting Superintendent.

Hongkong, 15th April, 1908. 1

NOTICE TO CONSIGNEES.

THE P. & O. S. N. Co.'s Steamer "OCEANA" FROM BOMBAY, COLOMBO AND STRAITS.

Consignees of Cargo by the above-named vessel are hereby informed that their goods are being landed and placed AT THEIR RISK in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each consignment will be sorted out mark by mark and delivery can be obtained as soon as the Goods are landed.

TO LET

TO LET.

FINEST Class European Houses, Lechial Terrace and Humphreys Avenue, Kowloon. Apply to— TAM TSZ KONG, Care of Hup On Insurance, Exchange and Loan Co., Ltd., 42, Bonham Strand, West, Hongkong, 1st October, 1907. 94

TO LET.

4 and 5-ROOMED HOUSES in Kowloon.

COMMODIOUS SHOP in Des Vœux Road Central, Hongkong. Immediate possession. Moderate rentals. Apply to—

HUMPHREYS ESTATE & FINANCE CO., LTD.

Hongkong, 2nd April, 1908. 646

TO LET.

PARKSIDE, Kowloon, 7 Rooms. Immediate Possession. Apply to—

THE HONGKONG LAND INVESTMENT & AGENCY CO., LTD. Hongkong, 15th April, 1908. 718

TO LET.

NO. 4, BARROW TERRACE Kowloon. Cheap Rental. Apply to— SPANISH PROCURATION. Hongkong, 2nd April, 1908. 656

TO LET.

IMMEDIATE POSSESSION. GODOWN at Davies Street, Kennedy Town, lately occupied by the STANDARD OIL COMPANY. Apply to— CHATRE & MODY. Hongkong, 24th March, 1908. 602

TO LET.

HOUSE in KENNEDY ROAD, Healthy Locality. FOUR-ROOMED HOUSE in Morrison Hill Gap Road. Suitable for Married Couple with Small Family. Rents low. EUROPEAN FLATS in "WILD DELL BUILDINGS." Rents low. No. 3, "WILD DELL BUILDINGS" Large and airy Godowns within easy access of the water front. Apply to—

TO LET.

ONE FOUR-ROOMED HOUSE at Praya East, near East Point. Apply to— JARDINE, MATHESON & Co., Ltd. Hongkong, 23rd March, 1908. 95

TO LET.

"FAIRVIEW," No. 1, Robinson Road, Hongkong, 6 big rooms, nice view of harbour. Apply to— Messrs J. ULLMANN & Co., 31, Queen's Road. Hongkong, 1st April, 1908. 382

TO LET.

NOS. 27, 31 and 33, SEYMORE ROAD. Apply to— SAM WANG CO., LTD., 61, Queen's Road Central. Hongkong, 27th November, 1907. 99

TO LET.

OFFICES in ALKANDRA BUILDINGS. Apply— SECRETARY, A. S. Watson & Co., Limited. Hongkong, 23rd April, 1907. 91

TO LET.

NO. 2, MACDONNELL ROAD. Apply to— COMPRADORE'S DEPARTMENT, Nippon Yusen Kaisha. Hongkong, 3rd June, 1908. 188

TO LET.

LARGE OFFICE ROOM on First Floor of No. 16, DES VŒUX ROAD. Apply to— FERD. BORNEMANN. No. 16, Des Vœux Road Central. Hongkong, 23rd January, 1908. 144

TO LET.

OFFICES and ROOMS on the 1st and 2nd Floors of No. 14, DES VŒUX ROAD CENTRAL, (formerly occupied by Messrs SHAW, TONES & CO.). Apply to—

THE COMPRADORE DEPT., JARDINE, MATHESON & Co., LTD., Connaught Road Central. Hongkong, 25th February, 1908. 299

TO LET.

"GLENWOOD" CAINE ROAD, suitable for a Boarding house or Club. Contains 28 Rooms. No. 1, COLLEGE GARDENS, Furnished. For 5 or 6 Months—cheap rental. OFFICES in Bank Buildings, Top Floor. From 1st July, 1908.

No. 8, BELLIOS TERRACE, 1st Row Corner House. BEACONFIELD ARCADE, Fine Offices and Dwelling Rooms.

No. 15, QUEEN'S ROAD CENTRAL, Top Floor, (over Cadogan MacGregor). OFFICES in Queen's Road Central. BELLIOS TERRACE HOUSES, ROBINSON ROAD.

No. 3, DUDDELL STREET, Shop. No. 2, DES VŒUX VILLAS (PAKE). No. 57, PRAYA GRANDE, Mexico.

Apply to— LINSTEAD & DAVIS, 3rd Floor, Alexandra Building. Hongkong, 13th April, 1908. 188

TO LET

TO LET.

EITHER Side of the DOUGLAS WHARF. Terms on Application to— DOUGLAS LAPRAIK & CO., General Managers. DOUGLAS STEAMSHIP CO. LTD. Hongkong, 31st March, 1908. 637

TO LET.

THE ROOMS on the first floor of No. 34, QUEEN'S ROAD CENTRAL (opposite the General Post Office). The Rooms are light, spacious and well ventilated. Very moderate rent. Immediate Possession.

Apply to— YEE SANG FAT & CO. Same address. Hongkong, 28th January, 1908. 270

TO LET.

FROM 1ST MAY.

KOWLOON MARINE LOT 48, Yamani, Area 55,200 square feet and with 253 feet Sea Frontage. Especially suited for Storage of Coal, Timber, &c.

Apply to— HUMPHREYS ESTATE & FINANCE CO., LTD. Hongkong, 18th January, 1908. 221

TO LET.

A HOUSE in KNOTSFORD TERRACE KOWLOON. NO. 3, CANTON VILLAS. Apply to— THE HONGKONG LAND INVESTMENT AND AGENCY CO., LTD. Hongkong, 1st April, 1908. 55

TO LET.

CHAMBERS in No. 2, WYNDHAM STREET, Moderate Rent. One ROOM with Veranda and Small Room on the Second Floor of No. 8, Des Vœux Road Central, above our Office, Suitable for business premises or dwellings.

First Floor of No. 6, Queen's Road Central, comprising Six Large Rooms and Outhouses suitable for business Premises or Dwellings, now occupied by FRED. BORNEMANN. Apply to— DAVID SASSOON & Co. LTD. Hongkong, 7th April, 1908. 93

TO LET.

OFFICES on Top Floor No. 2, Goughaught Road, facing the Cricket Ground. HOUSES in Wong Nai Chong Road. No. 10, DES VŒUX ROAD CENTRAL, 1st floor.

"HATTHELEIGH," Conduit Road. OFFICES in YORK BUILDING. GODOWNS in PRAYA EAST, BLUE BUILDINGS and No. 16B, DES VŒUX ROAD next to the HONGKONG HOTEL. FLATS in MORNING BEACON.

Apply to— THE HONGKONG LAND INVESTMENT AND AGENCY CO., LTD. Hongkong, 1st April 1908. 36

TO LET.

MARTIN'S APIOL & STEEL PILLS for Ladies. A French Remedy for all Frigidity. Thousands of Ladies keep a box of Martin's Pills in the house, so that on the first sign of any trouble, those who use them recommend them, hence their enormous sale. At all Chemists, Druggists, Booksellers, &c., MARTIN, CHESTER, SOUTHERN, ENGLAND.

THORNE'S OLD VAT



THIS VAT WAS STARTED BY THE LATE ROBERT THORNE BY GREENWOOD AND HAS BEEN SOLD AS SUCH SINCE 1851.

SCOTCH WHISKY.

SOLE AGENTS IN HONG KONG, CHINA & MANILLA.

A. S. WATSON & CO. LTD.

As Suppliers to the India Companies.

For Nervous Exhaustion

CHAPOTEAUT'S

Phosphoglycerate

OF LIME

The modern restorative

of the nervous system.

For hairworkers, professional men, teachers, students, etc., and in debility, neuralgic

losses, dyspepsia of nervous origin and Convulsions.

It is readily assimilated and promotes digestion.

PHOSPHOGLYCERATE SYRUP (CHAPOTEAUT)

PHOSPHOGLYCERATE WINE (CHAPOTEAUT)

PHOSPHOGLYCERATE CAPSULES (CHAPOTEAUT)

18, rue Vivienne, PARIS-FRANCE

RUSSIA AND THE FAR EAST.

A GREAT RAILWAY SCHEME.

The Russian Government has asked the Duma to consent to the construction of a railway from Merkinek, in Transbaikalia, along the northern bank of the Amur to Khabarovsk. The idea is, of course, not a new one; it formed part of the original plan of the Trans-Siberian line which was abandoned in favour of the diversion into Manchuria. After the war had demonstrated the insecurity of the position in Manchuria the idea of a railway along the Amur was revived. The Government made a superficial examination of the proposed route and introduced into the Second Duma a Bill for the construction of the line. The Second Duma was dissolved before it had had time to consider the question, but immediately after the dissolution the Cabinet secured an authorisation from the Emperor to continue the survey of the route and to begin constructing the first section of the line. In accordance with the provision of the Fundamental Law requiring that measures enacted by the Government, while the Duma is not sitting, must be submitted to the Duma for approval, the Ministry of Ways and Communications has now already taken, and at the same time to give its consent to the whole scheme. The question is still under consideration in various committees, but the approval of the majority is guaranteed. The Duma will adopt the scheme, and, if the money can be found and no unexpected hindrance arises, the Amur Railway will be constructed. Yet the enterprise will only be of secondary importance, the majority of the country will be available on the spot, only they will not be Russian colonists. For many years, then, the fact of the Amur Railway being built in Russian territory will be, it would seem, a very slight advantage, from the point of view of the defence of Russian possessions in the Far East.

THE LOCAL CONDITIONS.

It cannot be said that serious danger threatens Russia for the present from the side of China. The Chinese Army is as yet only in its earlier stages of formation, and it will be long before it is in a position to take the offensive. The Chinese people has lost, it is true, its old dread of Russia, and the awakening that is going on in China causes considerable disquietude to Russian military men and officials. But, after all, it is not as yet China who is the enemy, and the Amur Railway is not being built primarily in view of the possibility of Chinese aggression. The Amur Railway is being built because Russia realises that very little was decided by the Portsmouth Treaty, and that a fresh conflict with Japan, perhaps after 1915, when the present Anglo-Japanese Treaty expires, is by no means an improbability. If the Japanese are developing the railway system in Southern Manchuria and Korea, if they are perfecting the means of communication so as to facilitate the transport of troops to the seat of the last war, it is natural that the Russians in their turn should wish to make their communications safe. The construction of the Amur line is an attempt to solve the problem, and it is asserted that unless the line be built the Manchurian line cannot be defended, and Russia will have to rely on the Balkil. One may admit that the building of a Japanese railway from Gensan to the Tumen River exposes the Manchurian and the Vladivostok line to some additional risk. But whether that risk cannot be sufficiently guarded against by the maintenance of a strong Army in the region, and whether it is so great as to demand the construction of 1,400 miles of costly railway, is not at all clear. The Amur Railway, even though it serve as a means for the transport of reinforcements to the Ussuri region and Vladivostok, and thus relieve the Manchurian line, will require a very strong guard, and may easily become a source of weakness rather than of strength.

The Amur scheme may be a part of a grandiose plan. It may be a visible affirmation of the fact that Russia has not abandoned her ambitions in the Far East; but it is just here that the cause for apprehension lies. For so far Russia's attempts to realise her Far Eastern ambitions have only served to expose her weakness; and until some resolute effort has been made to remove the causes of her weakness and to establish at home a system of sound government that will raise the productive energy and national spirit of the people it is surely the reverse of sound policy to build in the Amur region an unproductive railway of doubtful strategic value. Yet the majority in the Duma are apparently willing that this should be done, even though the information supplied in regard to the character of the proposed route is c. the very worst.

The Government is now urging that the Amur region is eminently adapted for colonisation. In this connection it is not out of place to quote an official document drawn up twelve years ago, when the question of the Manchurian Railway was under discussion. "In regard to the question of the construction of a railway along the left bank of the Amur," says the document, "it must be affirmed that the construction of such a line would be a wholly unjustifiable luxury. The climate of the region through which the line must pass is one of extreme severity; frozen soil is met with at a very short distance from the bank of the Amur. The Amur and its tributaries frequently overflow their banks in the course of the summer and cause flood. The population is extremely sparse, and the construction of a line parallel with a splendid full-flowing waterway which entirely satisfies local needs would inevitably bring about a competition between the two ways, and the development of independent navigation on the Amur is absolutely necessary from the standpoint of Imperial as well as of local interests. All these considerations taken as a whole seemed to us so serious and so important that when the possibility presented itself of running a line through Chinese territory it was decided to build it along the right bank of the Amur. There was the greater justification for this course as the latter line, being 80' yards shorter, would be sure of getting freight and, tapping as it would the fertile valley of the Sangari, it would provide an outlet for the corn the Amur region needs. Moreover, it passes through a more fruitful and far more thickly populated region lying 500 miles farther south than the left bank line and possessing a splendid climate. This line connecting Vladivostok with European Russia would subject to Russian influence the whole of Manchuria with the possible exception of the extreme southern part, which borders on the Pacific."

A STRATEGIC RAILWAY.

The Ministry of Ways and Communications is as eloquent in praise of the resources of the Amur region as was twelve years ago in dispraise. It passes lightly now over the question of the frozen soil; it does not note the fact that the population along the Amur lives chiefly on imported American grain. The severe climate is apparently no longer to be considered as a serious drawback. But it is probably not necessary to take the reason of the Ministry of Ways and Communications very seriously in either case, for the real object of the Amur scheme, like that of the Manchurian scheme, is obviously not one that can be stated with clear-cut precision in official reports. The Amur Rail was to be primarily—and perhaps for a long time to come exclusively—a strategic railway. The Manchurian Railway will continue to be the main artery of traffic, and the Amur Rail, while supplying modest local needs and promoting to the slight extent that is possible the development of colonisation, will serve chiefly as a means for maintaining Russian military power in the regions near the Pacific Coast.

The question that is now being asked with great insistency is: "Is such a strategical line absolutely necessary, and may its construction not prove to be the prelude to a new Far Eastern adventure?" In spite of her defeat Russia still retains practically undisturbed possession of the Manchurian Railway down to a point no far from Kirin. By the provisions of the Portsmouth Treaty the strength of the forces guarding the line is limited to fifteen men per kilometre, so that the number of troops along the Russian section of the line is now under 30,000. But though Article VII. of the Portsmouth Treaty forbids the employment of the Manchurian Railway for strategic purposes there is nothing to prevent the Russians from sending armies of 100,000 men in Transbaikalia and the Manchurian region, ready on the outbreak of war to converge along the line and keep communication clear to Vladivostok. The fact that the Manchurian Railway passes through Chinese territory is not of essential importance. The northern districts of Manchuria along the Amur, which before the war the Chinese left almost uninhabited, as though desiring to keep them at a safe distance from the Russians, are now being rapidly settled by large parties of colonists from the south. The proposed Amur line would come at many points within ten miles of the bank, and it would not be long before the Chinese would cross the river and settle in the neighbourhood of the line. Indeed if, as seems probable, the labour for its construction is drawn from China, colonists who will make all that is to be made out of the country will be available on the spot, only they will not be Russian colonists. For many years, then, the fact of the Amur Railway being built in Russian territory will be, it would seem, a very slight advantage, from the point of view of the defence of Russian possessions in the Far East.

AUTUMN POSSIBILITIES.

They are high-class and absolutely safe securities, payable in Boxes issued by the various Governments and Municipalities of Europe; they are redeemable at parical Drawings either with CASH PREMIUMS varying from £10 to £10,000 or at the very least, at their full nominal value.

OUR UNRIVALLED COMBINATIONS.

Composed of the most advantageous Bonds, may be purchased by convenient monthly payments ranging from 15/- to £20.

Lists of Drawings published fortnightly. Premiums collected free of charge.

MELVILLE, GLYN & CO., PREMIUM BOND DEALERS.

PREMIUM BONDS.

We are the Largest Dealers in the World of these attractive Securities.

WRITE to us at once for our Year Book giving full particulars.

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They are high-class and absolutely safe securities, payable in Boxes issued by the various Governments and Municipalities of Europe; they are redeemable at parical Drawings either with CASH PREMIUMS varying from £10 to £10,000 or at the very least, at their full nominal value.

OUR UNRIVALLED COMBINATIONS.

Composed of the most advantageous Bonds, may be purchased by convenient monthly payments ranging from 15/- to £20.

Lists of Drawings published fortnightly. Premiums collected free of charge.

PARIS (France). 390

Science and Art go hand-in-hand making Welsbach not only the most efficient, but the most elegant light.

Welsbach

SHIPPING.

ARRIVALS.

BOURBON, French str., 397, Le Ball, 15th April
Saigon 11th April, General—Chinese.
CHANGSHA, British str., 1,493, G. W. Eady,
14th April—Sydney via Ports 21st March
& Manila 12th April, General—Butterfield
& Swire.
CHINH, British str., 1,376, J. Warrack, 14th
April—Haiphong and Hoihow 13th April,
General—Butterfield & Swire.
DENBIGHSHIRE, British str., 2,448, Haffner,
15th April—London 23rd Feb. and Singa-
pore 8th April, General—Shewan, Tomas
& Co.
JOHNSON MARU, Japanese str., 702, H. S. Smith,
15th April—Tamsui via Amoy and Swatow
14th April, General—Oshio Shosen Kaisha.
NIEVANA, French yacht, 15th April—Canton.
NORD, British str., 1,145, Pryne, 14th April—
Wenchow 11th April, Balast—McBain &
Co.
NORTHBROOK, British transport, 2,966, Comdr.
A. W. MacArthur, 14th April—Yukon 10th
April—Laprae Bayenne—Order.
COHANA, British str., 3507, W. Hayward, B.N.E.,
15th April—Bombay and Singapore 11th
April, Mills & General, P. & O. S. N. Co.
RAJAH, German str., 2,016, R. Petersen, 14th
April—Bergen 7th April, Rice—Butter-
field & Swire.
SIGNAL, German str., 907, G. Schlaikier, 15th
April—Haiphong and Hoihow 14th April,
Rijsel & Co.
TITAN, British str., 5,727, R. Day, 15th April
—Liverpool 1st March, and Manila 13th
April, General—Butterfield & Swire.
TJILATJAP, Dutch str., 2,451, van Emmerick,
15th April—Amoy 13th April, General—
Java-China-Japan Lijn.
TJILWONG, Dutch str., 3,061, Van Wych
Jurriaans, 15th April—Macassar 7th
April, General—Java-China-Japan Lijn.
CLEARANCES
AT THE HARBOUR MASTER'S OFFICE
15th April.

Arrives: blac, British str., for Newcastle.
Derwent, British str., for Saigon.
Huang, British str., for Ningpo.
Nord, British str., for Langkat.
Shosho Maru, Japanese str., for Swatow.
Standard, Norwegian str., for Saigon.

DEPARTURES.

15th April.
CHATHAM, British str., for Callao.
FUKUSHIMA MARU, Japanese str., for Swatow.
GLENEARNE, British str., for Shanghai.
GOLDMOUTH, British str., for Takao.
HAITAN, British str., for Coast Ports.
HANGHANG, British str., for Swatow.
KANGTING, Chinese str., for Chinkiang.
KINISBERG, German str., for Pekoe.
KOMENG MARU, Japanese str., for Nagasaki.
TAMBA MARU, Japanese str., for Singapore.
TAMING, British str., for Manila.
TR. NQUEBAR, Danish str., for Saigon.

SHIPPING REPORTS.

The British str. *Changsha* reports: Left
Sydney March 21st. Experienced light to
moderate variable breeze, fine and clear weather,
smooth sea to arrival Manila April 10th.
Left Manila April 12th. Experienced light
variable breeze, fine and clear weather, smooth
sea till approaching the China Coast; thence to
arrival moderate to fresh N. E. monsoon,
moderate sea, overcast weather.

VEHICLES IN DOCK.

April 15th.

ABERDEEN DOCKS.—
KOWLOON DOCKS—Neil Macleod, Saseong,
Quartz, H.M.S. *Janus*, Manning, Standard,
Chingtu, Chantaboo, Wongkai.
COSMOPOLITAN DOCKS.—

VESSELS ON THE BERTH

FOR SHANGHAI, YOKOHAMA, KOBE
NAGASAKI AND MOJI.

THE Steamship

"GREGORY APCAR,"
Captain S. H. Wilson will be despatched for the
above Ports TO-DAY, the 16th April, at 2 P.M.
This steamer has superior accommodation
for passengers, is installed throughout with
Electric Light, and carries a duly certified
Doctor.

For Freight or Passage apply to
DAVID SASSOON & Co., LTD.,
Agents.

Hongkong, 13th April, 1908. 692

THE PENINSULAR AND ORIENTAL
STEAM NAVIGATION COMPANY.

STEAM FOR STRAITS, CEYLON, AU-
STRALIA, INDIA, ADEN, EGYPT,
MEDITERRANEAN PORTS,
PLYMOUTH AND LONDON,
THROUGH BILL OF LADING ISSUED TO
BATAVIA, PERSIAN GULF, CONTINENTAL
AMERICAN AND SOUTH AFRICAN PORTS.

THE Steamship

"MALTA,"
Captain C. H. S. Tocque, carrying His
Majesty's Mail, will be despatched from
this for Bombay &c. on SATUR-
DAY, the 18th April at NOON, taking

passengers and cargo for the above port
in connection with the Company's ss
"HIMALAYA," 7,000 tons, from Colombo,
passenger accommodation in which vessel
is secured before departure from Hongkong.

Silk and Valuables, all cargo for France and
England London (under arrangement will be
transhipped at Colombo) into the mail steamer
proceeding to Marselles and London, other
cargo for London &c. will be conveyed
from Bombay by the R.M.S. "CALDONIA,"
due in London on 20th May, 1908.

Parcels will be received at this Office, until
4 P.M. the day before sailing. The content
and value of all packages are required.
For further particulars, apply to

F. J. ABBOTT,
Acting Superintendent,
Hongkong, 6th April, 1908. 1

TOYO KISEN KAISHA.
SOUTH AMERICAN LINE.

Regular Steamship Service between Hongkong
CALLAO AND IQUIQUE, VIA JAPAN
PORTS (Karatsu, Kobe, and Yokohama)
With Liberty to call at Honolulu and
Salina Cruz.

Steamers Tons
"KASATO MARU" ... 6,100

Taking Freight and Passengers to other
Eastern and Western Coast Ports of South
America in connection with Steamers of the
Pacific S. N. Co.

K. MATSUDA Manager,
York Building,
Hongkong, 7th April, 1908. 10

VESSELS ADVERTISED AS LOADING

To ascertain the anchorage of any Vessels, the Harbour has been divided into Four Sections commencing from Green Island. Vessels anchoring nearest Kowloon are marked "k," nearest Hongkong "l" midway between Hongkong and Kowloon "m," and those vessels berthed at the Kowloon Wharf "n," together with the number denoting the section.

SECTIONS.

1 From Green Island to the Harbour Master's. 2 From Harbour Master's to Blake Pier. 3 From Blake Pier to Naval Yard. 4 From Naval Yard to East Point.

DESTINATION	VEHICLE'S NAMES	FLAG & CO.	BERTH	CAPTAIN	FOR FREIGHT APPLY TO	TO BE DESPATCHED
LONDON &c. VIA VARIOUS PORTS OF CALL	MALTA	Brit. str.	—	C. H. S. Tocque	P. & O. S. N. Co.	On 18th inst. at Noon.
LONDON, ANTWERP & HAMBURG	DENMARKSHIEM	Brit. str.	—	K. W.	SHEWAN, TOME & CO.	About 15th May.
HAVRE, ROTTERDAM & HAMBURG &c.	LIBERIA	Brit. str.	—	K. W.	MCGREGOR, BROS. & GOW	On 25th inst.
HAVRE, LONDON & ANTWERP VIA SUEZ CANAL	GLENFREIGHT	Brit. str.	—	K. W.	HAMBURG-AMERICA LINIE	On 26th inst.
HAVRE & HAMBURG VIA STRAITS &c.	SILEGIA	Brit. str.	—	K. W.	HAMBURG-AMERICA LINIE	On 10th May.
MARSEILLES, LONDON & ANTWERP VIA SINGAPORE &c.	SEYNGAMBA	Brit. str.	—	K. W.	HAMBURG-AMERICA LINIE	On 24th May.
MARSEILLES, BREMEN & HAMBURG &c.	PEZA	Brit. str.	—	K. W.	HAMBURG-AMERICA LINIE	On 23rd inst.
MARSEILLES, LONDON & ANTWERP VIA SINGAPORE &c.	SAMBA	Brit. str.	—	K. W.	HAMBURG-AMERICA LINIE	On 18th inst.
MARSEILLES, LONDON & ANTWERP VIA SINGAPORE &c.	ARMAND BEERIC	Fr. str.	—	K. W.	MESSAGERIES MARITIMES	On 28th inst. at 1 P.M.
MARSEILLES, LONDON & ANTWERP VIA SINGAPORE &c.	INABA MARU	Jap. str.	—	K. W.	NIPPON YUSEN KAISHA	On 29th inst. at D'light
MARSEILLES, LONDON & ANTWERP VIA SINGAPORE &c.	KAMAKURA MARU	Jap. str.	—	K. W.	NIPPON YUSEN KAISHA	On 13th May, at D'light
MARSEILLES, GENOA, ALGIERS, GIBRALTAR &c.	INDIEN	Dan. str.	—	K. W.	MELCHERS & CO.	Beginning of May.
MARSEILLES, GENOA, ALGIERS, GIBRALTAR &c.	P. B. LUITPOLD	Ger. str.	—	K. W.	MELCHERS & CO.	On 22nd inst. at Noon.
TRISTE, &c. VIA SINGAPORE &c.	PERISHA	Aus. str.	—	K. W.	SANDER, WIELER & CO.	About 21st inst.
NEW YORK	TUOB PRINCE	Aus. str.	—	K. W.	ARNHOLD, KABERG & CO.	About 21st inst.
NEW YORK VIA SUEZ CANAL	LOWTHER CASTLE	Brit. str.	—	K. W.	SHEWAN, TOME & CO.	About 31st May.
NEW YORK	SIXH	Brit. str.	—	K. W.	DODWELL & CO., LTD.	On 28th inst.
VANCOUVER VIA SHANGHAI-JAPAN &c.	MONTAGUE	Brit. str.	—	K. W.	CANADIAN PACIFIC R. CO.	On 22nd inst. at Noon.
TSINGTAO, CHINHAI & PAN &c.	EMPEROR OF JAPAN	Brit. str.	—	K. W.	NIPPON YUSEN KAISHA	On 7th May, at P.M.
VICTORIA, B.C. & SEATTLE, WASH. &c.	SHINANO MARU	Jap. str.	—	K. W.	NIPPON YUSEN KAISHA	On 23rd inst. at 4 P.M.
VICTORIA, B.C. & SEATTLE, WASH. &c.	TANGO MARU	Jap. str.	—	K. W.	DODWELL & CO., LTD.	On 12th May, at 4 P.M.
VICTORIA, B.C. & SEATTLE, WASH. &c.	KUMERIC	Am. str.	—	K. W.	DODWELL & CO., LTD.	On 14th May.
SAN FRANCISCUS VIA PORTS	CLAN MACMILLAN	Brit. str.	—	K. W.	TOYO KISEN KAISHA	Quick despatch.
CALLAO AND IQUIQUE, VIA JAPAN PORTS &c.	KASATO MARU	Jap. str.	—	K. W.	CHINA COMMERCIAL S.S. CO.	Quick despatch.
SALINA CRUZ, MEXICO-MOJI & JAPAN	LANDRAT SCHEIFF	Ger. str.	—	K. W.	NIPPON YUSEN KAISHA	On 2nd May, at 5 P.M.
AUSTRALIAN PORTS VIA MANILA	NIEBO MARU	Jap. str.	—	K. W.	TOYOKAWA	To-morrow, at Noon.
AUSTRALIAN PORTS VIA MANILA	CHANGSHA	Brit. str.	—	K. W.	TOYOKAWA	On 21st inst. at 4 P.M.
AUSTRALIAN PORTS VIA MANILA	PRINZ WALDEMAR	Gen. str.	—	K. W.	TOYOKAWA	On 22nd inst. at 5 P.M.
AUSTRALIAN PORTS VIA MANILA	EMPIRE	Brit. str.	—	K. W.	TOYOKAWA	On 15th May, at Noon.
AUSTRALIAN PORTS VIA PORT DARWIN	KUANO MARU	Jap. str.	—	K. W.	TOYOKAWA	About 1st May.
AUSTRALIAN PORTS VIA MANILA	LEINZ SIGEMUND	Gen. str.	—	K. W.	TOYOKAWA	On 18th inst. at D'light
KANAGAWA MARU	CHINGTU	Jap. str.	—	K. W.	TOYOKAWA	On 28th inst. at 4 P.M.
KANAGAWA MARU	TJILWONG	Dut. str.	—	K. W.	TOYOKAWA	On 19th inst. at D'light
KANAGAWA MARU	WEIHSIWEI & TIENSIN	Brit. str.	—	K. W.	TOYOKAWA	On 20th inst. at D'light
KANAGAWA MARU	TSINGTAO	Brit. str.	—	K. W.	TOYOKAWA	On 21st inst. at D'light
KANAGAWA MARU	CHIPISHING	Brit. str.	—	K. W.	TOYOKAWA	On 22nd inst. at D'light
KANAGAWA MARU	WEIYANG	Brit. str.	—	K. W.	TOYOKAWA	On 23rd inst. at D'light
KANAGAWA MARU	SEYNGAMBA	Brit. str.	—	K. W.	TOYOKAWA	On 24th inst. at D'light
KANAGAWA MARU	CHINA	Am. str.	—	K. W.	TOYOKAWA	On 25th inst. at D'light
KANAGAWA MARU	GREGORY APCAR	Brit. str.	—	K. W.	TOYOKAWA	On 26th inst. at D'light
KANAGAWA MARU	SHANGHAI	Brit. str.	—	K. W.	TOYOKAWA	On 27th inst. at D'light
KANAGAWA MARU	YOKOHO	Brit. str.	—	K. W.	TOYOKAWA	On 28th inst. at D'light
KANAGAWA MARU	TOCHOW	Brit. str.	—	K. W.	TOYOKAWA	On 29th inst. at D'light
KANAGAWA MARU	YOKOHO	Brit. str.	—	K. W.	TOYOKAWA	On 30th inst. at D'light
KANAGAWA MARU	YOKOHO	Brit. str.	—	K. W.	TOYOKAWA	On 31st inst. at D'light
KANAGAWA MARU	YOKOHO	Brit. str.	—	K. W.	TOYOKAWA	On 1st May, at D'light
KANAGAWA MARU	YOKOHO	Brit. str.	—	K. W.	TOYOKAWA	On 2nd May, at D'light
KANAGAWA MARU	YOKOHO	Brit. str.	—	K. W.	TOYOKAWA	On 3rd May, at D'light
KANAGAWA MARU	YOKOHO	Brit. str.	—	K. W.	TOYOKAWA	On 4th May, at D'light
KANAGAWA MARU	YOKOHO	Brit. str.	—	K. W.	TOYOKAWA	On 5th May, at D'light
KANAGAWA MARU	YOKOHO	Brit. str.	—	K. W.	TOYOKAWA	On 6th May, at D'light
KANAGAWA MARU	YOKOHO	Brit. str.	—	K. W.	TOYOKAWA	On 7th May, at D'light
KANAGAWA MARU	YOKOHO	Brit. str.	—	K. W.	TOYOKAWA	On 8th May, at D'light
KANAGAWA MARU	YOKOHO	Brit. str.	—	K. W.	TOYOKAWA	On 9th May, at D'light
KANAGAWA MARU	YOKOHO	Brit. str.	—	K. W.	TOYOKAWA	On 10th May, at D'light
KANAGAWA MARU	YOKOHO	Brit. str.	—	K. W.	TOYOKAWA	On

PENINSULAR AND ORIENTAL
STEAM NAVIGATION COMPANY.

FOR	STEAMERS	TO SAIL	REMARKS.
SHANGHAI	OCEANA	About 16th April	Freight and Passage.
LONDON VIA USUAL PORTS	MALTA	Noon, 18th April	See Special Advertisement.
MARSSEILLE, LONDON and ANTWERP via SINGAPORE	PERA	About 26th April	Freight only.
APORE, PENANG, COLOMBO and PORT SAID	Capt. W. W. Cooke, E.N.E.	April	For further Particulars, apply to
	F. J. ABBOTT, Acting Superintendent.		Hongkong, 6th April, 1908

CHINA NAVIGATION CO., LIMITED.

FOR	STEAMERS	TO SAIL
TSINGTAO, CHEFOO and NEWCHANG	KWEIYANG	On 16th April, 4 P.M.
HO-HOW and HALPHONG	HUPH	On 17th April, 9 A.M.
MANILA, ZAMBOANGA		
THURSDAY (ISLAND)		
COOKTOWN, CAYLINS, TOWNS, BRISBANE, SYDNEY, HOBART, LAunceston, STON, NEW ZEALAND, MELBOURNE, ADELAIDE, and PERTH	CHANGSHA	On 21st April, 4 P.M.
MANILA	TEAN	On 21st April, 4 P.M.
WEIHAIWEI and TIENTSIN	KUEICHOW	On 21st April, 4 P.M.
SHANGHAI	YOUHOW	On 21st April, 4 P.M.
CEBU and ILOILO	SUNGKANG	On 22nd April, 4 P.M.
KOBE	CHINGTU	On 26th April, 4 P.M.
		The attention of Passengers is directed to the superior accommodation offered by these steamers, which are fitted throughout with Electric Light. Unrivalled Table. A duly qualified Surgeon is carried.
		† Taking Cargo on through Bills of Lading to all Yangtze and Northern China Ports.
		† Taking Cargo and Passengers at through rates to all New Zealand Ports and other Australian Ports.
		REDUCED SALOON FARES, SINGLE AND RETURN, TO MANILA AND AUSTRALIAN PORTS.
		For Freight or Passage, apply to— BUTTERFIELD & SWIRE, AGENTS. 11

NORDDEUTSCHER LLOYD. BREMEN IMPERIAL GERMAN MAIL LINES.

FOR	STEAMERS	TO SAIL
KUDAT & SANDAKAN	BORENO	Saturday, 18th April, at 9 A.M.
Capt. F. SEPPILL		
NAPLES, GENOA, ALGIERS, GIBRALTAR, SOUTHAMPTON, ANTWERP & HAMBURG	PRINZ REGENT LUITPOLD	Wednesday, 22nd April, at Noon
SHANGHAI, NAGASAKI, KOBE, YOKOHAMA	PRINZ EITEL FRIEDRICH	About Wednesday, 22nd April.
MANILA, NEWGUINEA, BRISBANE, SYDNEY & MELBOURNE	PRINZ WALDEMAR	Thursday, 23rd April, at 5 P.M.
YOKOHAMA & KOBE	PRINZ SIGISMUND	About Friday, 1st May.
Capt. D. LINTZ		
		For further Particulars, apply to

NORDDEUTSCHER LLOYD
MELCHERS & CO.
GENERAL AGENTS, HONGKONG & CHINA.

Hongkong, 13th April, 1908.

HAMBURG-AMERIKA LINIE, HAMBURG, EAST ASIATIC FREIGHT SERVICE.

Regular Sailings from JAPAN, CHINA and PHILIPPINES, via STRAITS and COLOMBO, to HAVRE, BREMEN and HAMBURG and to NEW YORK.

TAKING Cargo at Through Rates to all European North Continental and British Ports, also Trieste, Lisbon, Oporto, Marseilles, Genoa, and other Mediterranean, Levantine, Black Sea and Baltic Ports, and all North and South American Ports. Also via Aden or Port Said, by the Company's "Arabian and Persian Services" to Arabian and Persian Gulf Ports.

NEXT SAILINGS FROM HONGKONG:

OUTWARD.	HOMeward.
FOR SHANGHAI, YOKOHAMA & KOBE: S.S. SENEGAMBIA	FOR MARSSEILLE, BREMEN & HAMBURG: S.S. SAMBIA
17th April	18th April
FOR SHANGHAI, YOKOHAMA & KOBE: S.S. BRISGAVIA	FOR HAVRE, ROTTERDAM & HAMBURG: S.S. LIBERIA
25th April	25th April
FOR SHANGHAI, YOKOHAMA & KOBE: S.S. SCANDIA	FOR HAVRE & HAMBURG: S.S. SILESIA
6th May	10th May
FOR SHANGHAI, YOKOHAMA & KOBE: S.S. ANDALUSIA	FOR HAVRE & HAMBURG: S.S. SENEGBAMBIA
14th May	24th May
FOR SHANGHAI, YOKOHAMA & KOBE: S.S. DORTMUND	25th May

COAST SERVICE

FOR SHANGHAI, NAGASAKI & VLADIVOSTOK S.S. "KOWLOON" 21st April

For further Particulars, apply to— HAMBURG-AMERIKA LINIE, Hongkong, 16th April, 1908.

OSAKA SHOSEN KAISHA.

REGULAR STEAMSHIP SERVICE BETWEEN HONGKONG, SOUTH CHINA COAST PORTS AND FORMOSA.

PROPOSED SAILINGS FROM HONGKONG— SUBJECT TO ALTERATION.

FOR	THE CO'S SS.	LEAVING
TAMSUI VIA SWATOW; "JOSHIN MARU"	SUNDAY, 19th April, Capt. H. S. SMITH	9 A.M.

* These new Steamers have excellent accommodation for First and Second Class Passengers and are fitted throughout with electric light. First-class Saloon Amidships. Unrivalled Table.

† Taking Cargo on through Bills of Lading to all Yangtze and Northern China Ports.

For Freight, Passage, and further information, apply at the Company's local Branch Office.

Second Floor, No. 1, Queen's Building.

Hongkong, 16th April, 1908.

T. ARIMA, Manager. 13

MESSAGERIES MARITIMES.



FRENCH MAIL LINES.

FORTNIGHTLY SERVICE TO AND FROM EUROPE VIA SUZIE CANAL.

FORTNIGHTLY SERVICE TO AND FROM JAPAN VIA SHANGHAI.

FOR STEAMERS TO SAIL

SHANGHAI, KOBE & YOKOHAMA

MARSEILLE, VIA PORTS

SHANGHAI, KOBE & YOKOHAMA

MARSEILLE, VIA

